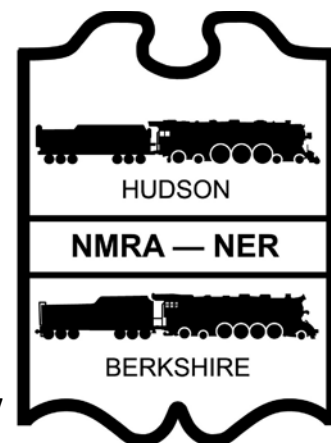


# FORM 19

## The Official Newsletter of the Hudson-Berkshire Division of the NER NMRA



Order Number 329

May 2017

Next Division Meeting is Friday May 12 from 7:00 to 9:00 PM

### John Valachovic's Raquette Lake Railroad

1417 Switzkill Rd, Berne, NY 12023

John Valachovic, our host this month, is in the process of creating his version of The Raquette Lake Railway and adding the Thompson-Dix Logging Railroad to his layout. Like most of us, John started out with an idea for a layout and over some time realized he had to make a different choice. And, like many of us, he had to search for room in which to create his vision. But we will let him tell you his story in his own words starting on page 4.

In that narrative, John talks about the RLRwy running to Carter Station on the Adirondack Division of the the New York Central. To get more of an idea of where things ran, The Form19 Staff set about looking things up on the Internet. There are load of references to the Raquette Lake Railway; lots of people talking about it. Wow! Except



these people are talking about running steam trains on it - as it is one of the routes in Train Simulator 2015.

So we tried looking up Carter, NY. Nope! Carter Station; nada! So we searched the Southern Adirondack Library System catalog – success! We learned of Michael Kudish, recently retired professor at Paul Smith's College, who has written several books on the railroads of the Adirondacks. From his book “Where did the Tracks Go: Following Railroad Grades in the Adirondacks,” we learned that Carter Station was about half way between Thendara and Big Moose on the Adirondack Division. Today, it is where Carter Road crosses the rail line. There are no structures or any indications there was ever anything there but trees.

The Raquette Lake Railway was incorporated in 1899 and opened July 11, 1900. It went from Carter Station (then called Clearwater) to Rondaxe, then Summit, Minnowbrook, Bald Mountain, Fair View, Skensowane, Eagle Bay, Uncas Road and the Raquette Lake. Total distance, 17.89 miles. Many identifiable places in those days that have long since cease to exist in anyone's memory. The RLRwy had mixed trains (included passenger car) making two round trips daily and one on Sunday in 1910. Service ended September 30, 1933.

At Raquette Lake, freight cars could be moved to barges, cross the lake, travel .87 miles on the Marion River Carry Railroad and, again by barge travel on Blue Mountain Lake. The steam engine for the MRCR is at the Adirondack Museum, Blue Mountain Lake, NY. The MRCR also supported a sawmill owned by W. Durant.

[www.hudson-berkshire.org](http://www.hudson-berkshire.org)



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## Form19

The *Form19* is published eight times per year for members of the Hudson Berkshire Division.

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form19* in no way constitute an endorsement by the Division.

### Contributing to the Form19

The *Form19* staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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## The Ready Line

By Paul Hoffman

Short and sweet this month.

A Division shout out to Mike Hatchey for hosting us. Mike is obviously a highly talented craftsman kit builder and his layout was peppered with many of the best offerings in that sub-genre of our hobby. It was a pleasure to see the wide vistas Mike is developing and keeping the track work to a minimum in order to emphasize the distance between towns was a great idea. Thank you, Mike, we look forward to seeing where this great layout is heading.

We had several new faces and some folks we haven't seen in a while at Mike's, it was good to see you all and thanks for coming out!

This month we will visit one of those N-scale layouts I spoke of last month. John Valachovic's Raquette Lake railroad is one I haven't had the pleasure of viewing so this will be a treat for me too! Be aware that your GPS may not get you to John's, so follow the maps in this issue of the Form 19.

We are still working the food plan for our June Family Day at the Adirondack live Steamers. Currently we are looking at some catering options. More on this as it develops.

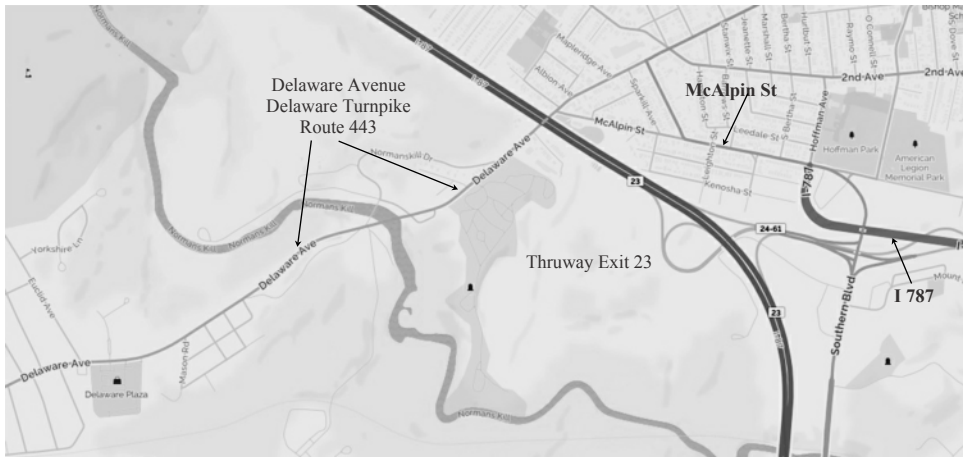
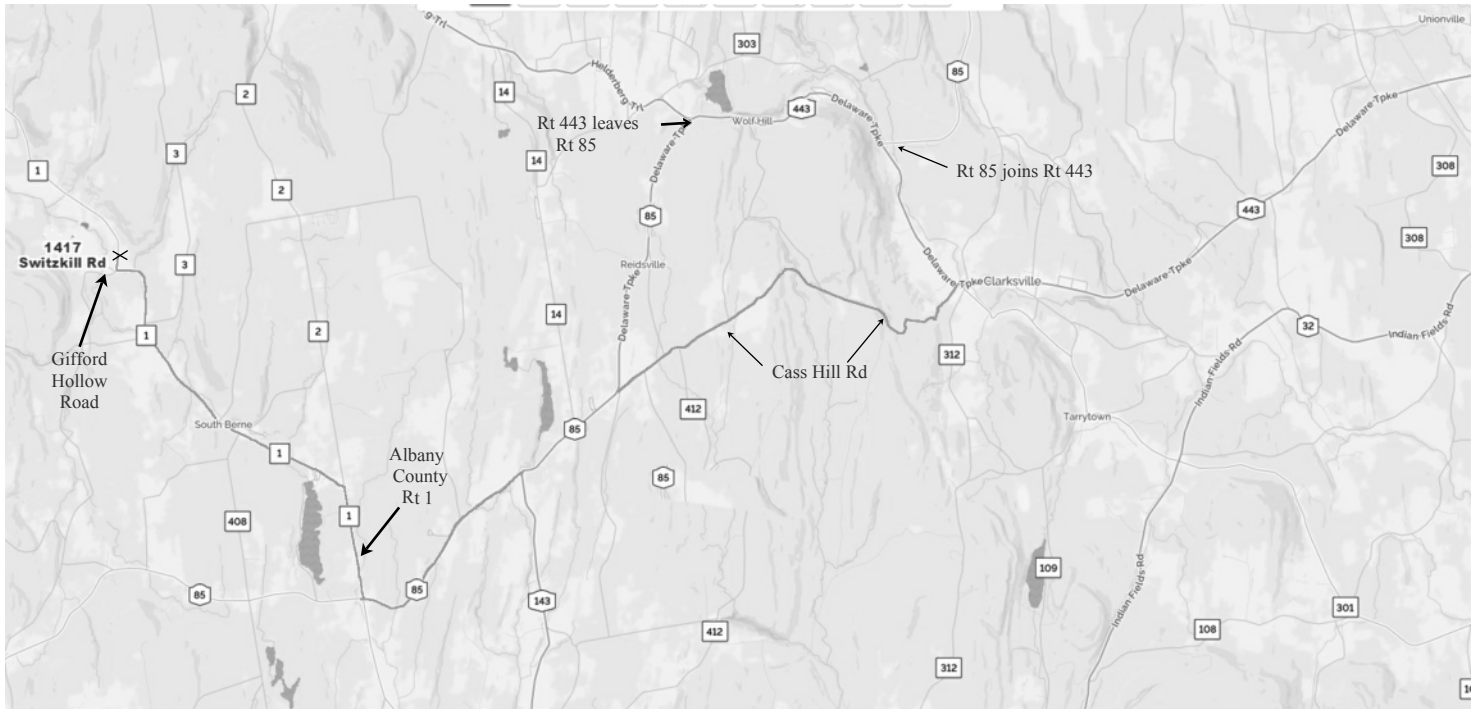
We are also still on the hunt for a recording secretary. The Division can use you!! Total time commitment is on the order of one to two hours per month on average. Plus you get to have an inside look at our the Division does its "magic". That is well worth the price of admission!! We have a very talented team on the BOD and this is a wonderful opportunity to give something back to the HBD.

Bert has put together another fine issue, please enjoy. See you at John's.

As a President of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

### Editor's Comment:

The Officers and Directors of the Division are looking for ways to add more interest and benefit to the Division members with possible bus trips to Steamtown, the Cooperstown & Charlotte Valley Railroad, Gulliver's Gate Miniature World in New York City, and others. Your input to any Officer or Board Member regarding activities or improvements would be greatly appreciated.



**Directions:** In text it seems easy. From Exit 23 of the Thruway or the southern end of I787, take a left and proceed to Delaware Avenue aka Delaware Turnpike and Route 443. Follow the Delaware Turnpike to Albany County Route 1 and turn right. John Valochovic's home and layout is the next house on the left just after the sharp right hand bend of Rt 1, where Gifford Hollow Road comes in from the left.

But now those important details. As on the smaller map above, when leaving Exit 23, stay to the right at & after the toll booth and then straight ahead to Rt 9W/Southern Blvd. Turn left. Southern Blvd becomes McCarthy Ave which runs past the end of I787. Continue on and it becomes Mc Alpin St that takes you to Delaware Avenue; turn left. Delaware Ave is/becomes Delaware Turnpike and Rt 443.

Follow this route through Delmar and, later on, through Clarksville (upper map). A while after Clarksville, Route 85 joins from the right. A bit later, Route 443 leaves on the right, but Delaware Turnpike follows Route 85, and you should, too. After passing the turnoff for Rt 143, the next significant intersection is where County Route 1 crosses Route 85 – turn right. A bit further on there will be a fork in the road – take it. That is, follow Route 1 as it branches off to the left. Having passed through South Berne, NY, the road make a sweeping turn to the left and then a sharper turn to the right with a road coming in from the left in the middle of that curve. This is your clue that the next house on the left is your destination.

Now, the astute observer may have noticed that the Route 85 that came in after Clarksville is the same Route 85 that one can get on from I 90 just east of Exit 24 of the Thruway. This is a possible route but has several roundabouts in its path.

One might also note that just through Clarksville, one can take a left turn onto Cass Hill Road which will take you to Route 85 as a shortcut. See top map. Are you looking for adventure?





## The Raquette Lake Railway and Thompson-Dix Logging Railroad by John Valachovic

My layout has been over a decade in the making, I started renovations on my train room over ten years ago. The room was originally a lean-to woodshed attached to the house. It had a dirt floor and was really rough. Over time, when money allowed, I slowly finished it with sheetrock, all new dedicated wiring, vinyl flooring and lighting. Originally, I had planned to build the "Albany Main" of the D&H in N scale in the space. I quickly realized, I was not going to be able to do that line justice. So over about ten years while I worked on the room I researched the Raquette Lake Railway and started planning a new layout. I shelved the idea of the "Albany Main" until I retire to hopefully a more conducive basement. Finally, two years ago I kicked construction into high gear because I was afraid I was never going to get anything built. We got a lot of the room done but had to wait for a new roof on the wood shed before we started the layout.

Construction really began in earnest this year. I chose a legless design using modified L-girder construction mounted to metal shelf brackets. I also designed the layout in Auto CAD so I was able to print the roadbed out full size. I then glued the printouts to plywood and cut it all out. The first part constructed was the Adirondack Division of the New York Central Railroad. This is the largest amount of main line running but it will generally be hidden except at the staging yard and Carter Station. This line basically feeds traffic to and from Carter Station, the start of the Raquette Lake Railway. I have completed the entire track for this section, it is wired and operational. I added a window area under the Raquette Lake Railway where the Adirondack Division is visible. This allowed me to add two additional sidings, one for a junction with the Rutland and one for "Lotus" which was a large sawmill in the area. I'm currently constructing the benchwork for the Raquette Lake Railway at the time of this being written. I have designed the RLRWY to closely follow the Design Elements of the real line. This includes the WYE at Carter, a small yard at Eagle Bay and the return loop at Raquette Lake itself.

My deviation from the prototype occurs behind Carter. I chose to add a large "modern" (for 1920) sawmill at Carter. In reality, the land behind Carter ended up in the hands of the state. The RLRWY was originally started to provide logs for the Thompson-Dix logging operations. That was short lived and the line mostly served the tourist trade, logging operations in the area and the ice trade. In my reality, Thompson-Dix expanded their operations in the 20's and continued their logging line as a branch off the RLRWY. I am in the process of designing the track plan and laying track for the mill. There will be a largish mill as the centerpiece and a smaller hardwood mill off to the side. Much of my inspiration comes from the Emporium Mills at Wanakena, NY. I anticipate by the spring of next year to have all the RLRWY track in and the Thompson-Dix logging line in also. My goal is to be hosting operating sessions by fall of 2018. We will be running loose sessions leading up to that, to work bugs out.

The staging yard is started, basically I have what I call Phase 1 in, it is enough to start operations and I plan on adding to it as we discover what we need during ops sessions. The staging yard represents both Utica/Herkimer and the rest of the NYC Railroad to the south and Montreal to the north.

The layout is NCE powered and we use Smartphones with JMRI. The Adirondack Division is Atlas Code 80 with Peco code 80 turnouts, the sawmill will be Peco code 55 with Peco code 55 turnouts, the rest of the layout will be Atlas code 55 track and turnouts. All the Auto Reversing circuits etc, are DCC Specialties products. I have used 14 awg wire for my buss lines, and I use solid 22 awg wire for feeders. My era is the late teens and early twenties, my motive power will be steam, my time of the year will be mid fall.







Left is John enjoying running trains on the track he has installed while below we can see the train and above that the plywood surface covered with the full size CAD drawing he has made and glued on.

“Cut on dotted line; track on double line; switch goes here.”



Above is one of the 2-6-0 engines as would have run on the Raquette Lake Railway. The boxcar sizes are appropriate to the time period.

To the right is one of the staging yards for the RLRwy. It is interesting to note the number of sidings and small yards along the Adirondack Division.

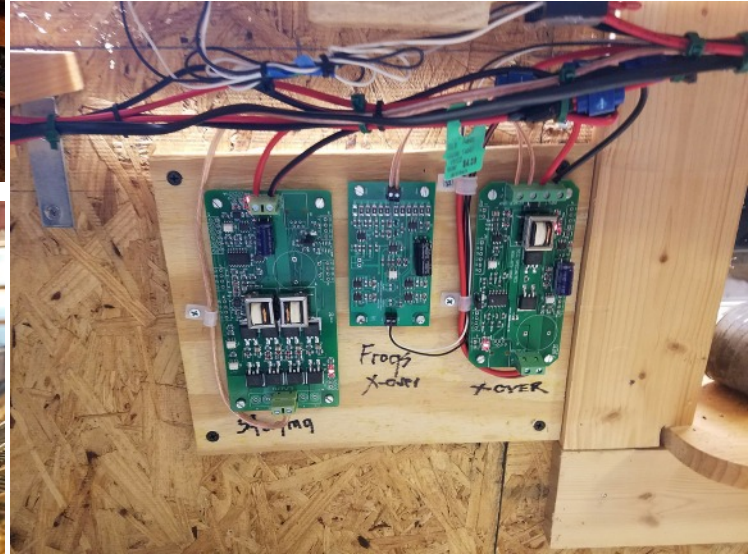






To the left is the sawmill that will be in the Carter Station area. Lumber was a major motivation for many of the small Adirondack railroads as well as the Adirondack Division. That lumber powered the growth of cities in the Northeast.

Below; what is an early 1900's railroad without good electronics to handle the wye, crossovers and switches.



Above: Early 1900's steam engines needed water regularly. These were not efficient machines. The RLRwy ran two round trip mixed trains daily, except Sunday when there was just one. Sidings and storage for cars was everywhere.

Left: A ventilated area to protect the power unit and the circuit breakers to protect the trains.





## Take the Train to the Football Game

By Bert Pflagl, Editor

In the last issue of the *Form19*, we had an article by Doug Dederick entitled "Now and Then" in which he discussed the 1940's and '50's practice of travel agents scheduling trips aboard a reserved passenger car that would travel to a specific destination or along a specific route for the enjoyment of those who had signed up for the trip. A form of cruising, if you would, that enabled travel with a specific car, independent of the railroads it traveled on. It was your coach and hotel for the duration of the adventure.

More recently, we ran across a photo by noted Milwaukee Road engineer and photographer Tom Farance, dated only 1975, in which he shows a parked Amtrak P30CH coupled to more than one Amtrak double-deck coach. (Can't post the photo, it's copyrighted.) The location is given as Milwaukee Road Breeze Terrace, University of Wisconsin, Madison, WI. His caption under the picture reads:

*"We're at Breeze Terrace in Madison, WI. on a UW football special. We've turned the engine on the creaky old turntable at the round house and have re-attached it to the train. While everyone else works hard I'll get a couple of photo's to record for posterity. This was probably the last football special that I worked as they didn't have many in the early Amtrak days. When I started in the early 60's there were specials almost every weekend from all over sometimes in as many as five sections with various equipment and after 1964 Milwaukee Road Bi-Levels out of the Chicago commute pool as it was a Saturday."*

And that got me to thinking that people had to get to football games to see them. They were often big events. And I seem to remember reading about a very special game, from a railroader's point of view. So I found my copy of "All Aboard! The Railroad in American Life" by George H. Douglas. This book is a great read. It's intent is to help the reader understand the significance of the railroad to the American life throughout the years. Mr. Douglas starts off the introduction section of his book with a description of the Yale-Harvard football game on September 21, 1914. He writes-

*"Saturday, November 21, 1914, New Haven, Connecticut. A cheering throng would be on hand this day for a football game between Harvard and Yale. The Yale Bowl was to be opened and dedicated, and all of its*

*seventy thousand seats would be occupied. Spectators would arrive from New York and Boston, and from more distant points up and down the eastern seaboard. Nearly all of these people would arrive and depart New Haven by railway train. There was, in 1914, no such thing as an interstate highway anywhere in the United States. Except for Henry Ford's spunky but flimsy Model-T, the automobile was still thought of as a rich man's toy. Only the hardiest or pluckiest of individuals would have attempted to travel over the cinder-covered roads between Boston and New Haven by automobile. There was only one way to travel in those days, only one way to travel in style, only one way to bring one's wife or girlfriend to town in fit condition to be seen—by railroad.*

*The Yale Bowl crowd was being served that day by the New York, New Haven & Hartford Railroad. The New Haven was in fine fettle then and in the full vigor of its youthful maturity; it was accustomed to running its trains on time, even when, as in this case, it would be required to run dozens of special trains to accommodate thousands of travelers. The New Haven was clearly ready for the job. And it was a big job. On this glorious day, the New Haven would carry 37,500 passengers to the Yale-Harvard game, 33,468 of them during a single four-hour period. Most of these individuals were carried on special trains, but some also came on the New Haven's numerous regularly scheduled passenger trains. During the peak four-hour period, twenty-seven trains arrived from New York with 17,800 passengers; eighteen from Boston with 7,474 passengers; five from Springfield with 3,997 passengers; and three from Hartford with 1,254 passengers. There were twelve other trains with 2,943 passengers.*

*Such an influx may seem an inconceivable burden by the standards of passenger train operations today, but the New Haven carried off this great migration without a hitch. Days before the planned event, the railroad issued a special employees' timetable, listing all of the trains and their departure and arrival times. This multi-page pamphlet also contained information for bridge tenders and tower operators along the right-of-way, for train crews, station agents, information bureaus, parcel rooms, yardmasters, switchmen, even crews of freight trains that would be called upon to weave in and out of this heavy passenger traffic. There were also instructions dealing with every imaginable emergency procedure or mishap. The special timetable gave the location of nineteen engines that would be ready and fired up at fifteen points along the way in case of mechanical breakdowns. These engines would be pointed toward New Haven for*



the morning rush and away from New Haven for the evening rush. The timetable also gave the location of major officials of the road—all on duty and at the ready. Roles were set out for trainmasters, road foremen of engines, master mechanics, electrical foremen, and car inspectors—all of them strategically placed along the line should their services be needed at a moment's notice.

The passengers were not forgotten in all this planning. En route to New Haven, each passenger was given a circular telling where his train would be waiting for the return trip and giving the track number, departing time, and other information. Included in this circular were a diagram of the New Haven terminal, a map of the city showing the routes between the station and the stadium, and a map of the Yale Bowl itself. (Alas, it would not be a good day for Yale fans: Harvard won 36-0.)

The care and foreplanning that went into this operation resulted in a mass operation of trains and persons that was close to perfect. All passengers inbound to the game arrived on time to within three or four minutes; sixteen trains arrived in New Haven ahead of schedule. In the outbound movement, in a one-hour period, between 5:20 P.M. and 6:20 P.M., eighteen thousand passengers were moved out of New Haven—an average of three hundred per minute. All of these passengers arrived at their destinations on time!

An exceptional operation, not encountered every day, to be sure. On the other hand, in 1914, a task of this magnitude did not daunt the railroads of the United States. When the task confronted them, they were ready for it. Railroads ran on a timetable, passengers expected to arrive at the time found in the timetable, and so they almost invariably did. The railroad was a thing built to operate with clock-like precision, and when the railroads were in their heyday all of the major carriers operated their trains according to these standards. On time, to the minute."

All that from a company and its people who did not have computers or cell phones but were just intent on doing their jobs to provide top-notch service. And in a time before the country switched to "a service economy."

In many places, rail transportation still provides the best way for people to attend large sporting events (football, baseball, etc) but the concept of dedicated train service is no longer thought of. At the end of the 2016 Stanford football season, Caltrain thanked the customers who road regular trains to get to the games:

"Thank you Stanford fans for taking Caltrain to the game! Please check back next August for the 2017

season."

But then that text was followed by:

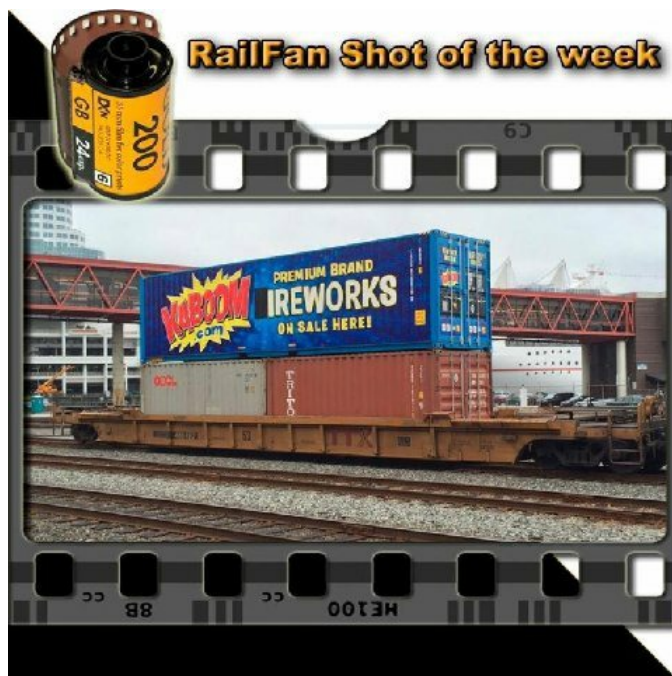
"Customers must have a valid fare before boarding the train. Keep your ticket or validated Clipper card handy to display to the conductor or fare enforcement officer. Customers without valid tickets may receive a citation and fine. Purchase a Day Pass before heading to the game. There's no ticket machine at the Stanford station. Those who need to buy a ticket after the game will need to go to the Palo Alto station on University Avenue, about 1/2 mile north of the stadium station."

Ah, service.

On the opposite coast things are a bit more congenial.

"MBTA Commuter Rail is pleased to provide special train service from South Station in Boston to Gillette Stadium for all New England Patriots' home games as well as special events and concerts at Gillette. The Commuter Rail also provides special train service for all New England Patriots' home games and from TF Green Airport in Warwick, RI, to Gillette."

As Doug was saying, "That was then, this is now."



Dave Hoadley sent along this picture. I know that the powder in fireworks is pretty safe. I know that fireworks are shipped by truck and rail all over the country. And I know buyers want a 'KABOOM' from their fireworks. But still, ...





Hudson-Berkshire Division NMRA  
Treasurer's Report  
March 31, 2017

	Checking & Savings	Toys for Tots
Balance on 12/31/2016	\$ 18,427.20	\$ 2,946.92
Total Income	\$ 7,117.08	\$ 205.88
Total Expenses	\$ ( 1,342.47)	\$ ( 0.00)
Balance on 3/31/2017	\$ 24,201.81	\$ 3,152.80

### Welcome Aboard New Members

Since the updated membership listing arrives in the first week of each month, we don't know about new members as we send this to the printer.

But we would like to remind you all-

New members and old timers please greet others and introduce yourselves to others you may not know at our meetings. Friendships are one of the great benefits of the Division.

### Badges – for New and Current Members

The Board of Directors has approved a new source for the Division ID badges and an order will be placed during the second week of May. Thank you to new members for waiting patiently for your badges.

If you are a current member and have spoken to an Officer or Board Member about a replacement badge, we believe we have you on the list. If you would like a replacement badge, please send an email to Bert Pflegl at [bpflegl@gmail.com](mailto:bpflegl@gmail.com) stating the name that you want, the community, and the background color (green or blue). Badges now come with magnetic clasps.

Replacement badges are now \$10. ID badges are mandatory at some events because of security issues.

### The Division Website

The totally new Division website is nearing completion and may be online at the regular address of [www.hudson-berkshire.org](http://www.hudson-berkshire.org) by the time you receive this issue of the *Form19*. Former Division President and now Board of Directors member Artie Krass has been working hard to construct a totally new website based on much needed, updated computer code and procedures. Many thanks to him from all of us. Some elements of the site may not be functional when it goes on line but Artie will have them added as each is updated, checked-out and ready to go.

### The Train Exchange

A Division Service for those who want to sell, trade, give away, or acquire items of a model railroad nature.

A friend of Jack Cutler is moving and is looking for a good home for his 4x8 table-top layout. Locomotives and rolling stock included. The layout would be perfect for a family with young children. If interested, call Jay at (518) 858-0389.

To have something entered in this column, send an email to Bert Pflegl at [bpflegl@gmail.com](mailto:bpflegl@gmail.com) with the information.

### Upcoming Events

June 17, 2017 10 AM to 4 PM  
Visit to Adirondack Live Steamers, Wilton.  
With family picnic.



Brookville Equipment Corp. say they've delivered all six streetcars to Detroit for use on the city's QLine streetcar system. The fifth and sixth Liberty streetcars recently arrived in Michigan ahead of schedule. Throughout the project, Brookville has delivered streetcars an average of 57 days ahead of their contractual dates, beginning with the pilot vehicle's arrival in September 2016. Since then, transit officials in Detroit have been testing the new equipment for upcoming operations.

The cars are 66.5-feet long and can accommodate up to 125 passengers per car. Detroit's QLine streetcar line will start revenue service on May 12. The route features a 6.6-mile loop through the city's Woodward Avenue area in downtown.

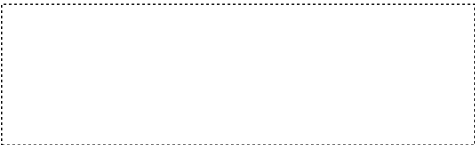
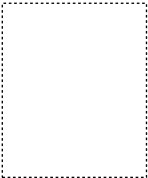
In an effort to reduce China's harmful and plentiful greenhouse gas emissions, Chinese company Sifang has developed the world's first hydrogen powered tram. The tram took two years of research and development to complete, and will be powered entirely by hydrogen fuel cells. Since this is a tram and not a train, the top speed will only be 70 kilometers per hour and it will be used in urban areas only. It is designed to carry 380 passengers.

The tram will take 3 minutes to refuel and will have a 100 kilometer range. The company says the main benefits for cities will be cleaner air and reduced operation costs. The only emission will be water. It will not produce nitrogen oxides, as the temperature of the fuel cells will be kept under 100 degrees Celcius.



FORM 19

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